



- Use advisory speed limits for spot situations, such as sharp alignment changes or short section of narrow lanes.
- Advisory speed signing shall not be used with general warning signs (e.g. W20-1), or along sections of the work zone.
- The use of regulatory work zone speed limits should be made in conjunction with State Police usage.
- All traffic control devices are to be placed and maintained in accordance with SHA requirements and the MUTCD.
- Work zone speed limit signs shall be placed in accordance with SHA guidelines and standards (see MD 104.01-06 and MD 104.01-07 for additional information).

## 17.0 HIGHWAY/RAIL GRADE CROSSINGS

17.1 Where vehicles might be stopped within a highway-rail grade crossing, the limits of which are defined as 15 feet on either side of the outside rail, the following guidelines apply:

- Coordinate with appropriate agency or company having jurisdiction over the affected rail line prior to the start of road work. Do not set up any portion of the work zone within railroad right of way. The OOTS Railroad Coordinator (Phone (410) 787-5867) should be contacted if this information is not known.
- When a two-way flagging operation will result in a queue that extends across the highway-rail grade crossing, an additional flagger shall be provided at the approach to highway-rail grade crossing.
- Consider the railroad gate operation in the placement of traffic control devices.
- The DO NOT STOP ON TRACKS sign (design) shall be used on all approaches to a highway-rail grade crossing within the limits of a temporary traffic control zone.

SPECIFICATION		CATEGORY CODE ITEMS		<b>Maryland Department of Transportation</b> <b>STATE HIGHWAY ADMINISTRATION</b> STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES  <b>GENERAL NOTES</b>  <b>STANDARD NO. MD 104.00-17</b>	
APPROVED		 DIRECTOR - OFFICE OF TRAFFIC AND SAFETY			
	APPROVAL • SHA REVISIONS	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION			
	APPROVAL 8-20-03	APPROVAL 9-23-03			
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	REVISED	REVISED			
	REVISED	REVISED			